

### BRYCE LOOKS TO U. S. FOR PEACE EFFORTS

Former British Ambassador Favors Compulsory Arbitration.

Special Cable to The Washington Herald. Birmingham, England, Oct. 3.—Viscount Bryce, of Dechmont, former Ambassador from England to the United States, has put himself down as an advocate of compulsory arbitration and a league of nations to promote peace.

In a speech before the Congressional Union today he deplored the spirit of hatred against Germany which prevails and opposed in most vigorous terms any attempt at trade war after the present conflict of arms shall cease.

Viscount Bryce said that the most hopeful indications came from America, where a Neutral League to Enforce Peace was advocated and a great party had been formed to forward it.

"Two momentous events have happened in the United States on which I dwell because they have been little noticed here," said Viscount Bryce.

"President Wilson delivered four months ago a speech, in which he announced that the United States could not stand aloof from a movement in which the highest interests of mankind were concerned, and that he felt sure the people were prepared to join in any feasible scheme for the prevention of future wars.

"Two months ago Mr. Charles E. Hughes declared with no less force and no less sincerity that he was convinced the time had come for America to unite with European countries in a well-considered scheme for applying methods of arbitration and conciliation to securing general and permanent peace in the world.

"Thus the heads of the two great American parties, distinguished men and the official exponents of American opinion, have promised the co-operation of their nation in this project—one of great difficulty, no doubt, but also of supreme importance."

Trade war he denounced as energetically as he described the spirit of hatred and the horror of war. He said that a policy of trade recriminations could have

only the most pernicious effect on all the countries involved.

Looking forward to the end of the war, Viscount Bryce said that he hoped the nationality of peoples will be respected in the division of territory which is sure to be made. He gave as an illustration of the mischievous effect of disregarding the national spirit and national unity of people the work of the Congress of Vienna, which had to be undone at the

### Political Notes

New York, Oct. 3.—Tammany Hall is not going to conceal what it is doing in this campaign. It has adopted a method so that he who reads can be informed of the effort the Democratic organization of this county is making in behalf of the national and State tickets. Commencing Wednesday noon, six taxicabs decorated with streamers on which will be printed "Tammany Hall Speakers—Wilson and Marshall—Peace, Progress and Prosperity," will leave daily at Tammany Hall, in East Fourteenth street. Each taxicab will be in charge of a captain. They will stop wherever a crowd can be collected and hold corner meetings until the campaign ends. Thomas F. Smith, secretary of Tammany Hall, is making the arrangements for the speaking tours.

New York, Oct. 3.—Theodore Roosevelt is to come to New York City today and will confer with William R. Willcox, chairman of the Republican National Committee relative to his speaking engagements. Mr. Roosevelt is to make five more speeches, and they probably will be in Chicago, Indianapolis, Louisville, Ky., Denver and New York City. Mr. Willcox will make an effort to have Mr. Roosevelt extend the number of speeches.

New York, Oct. 3.—Vance G. McCormick, chairman of the National Democratic Committee, is spending today at Shadow Lawn, N. J., and it is expected that at this conference with President Wilson they will speak in this State. It is practically certain that he will make one address in this city, and another will be delivered either in Buffalo or Syracuse.

New York, Oct. 3.—The Hughes "tank," which is the name given the automobile truck that the Hughes Alliance has engaged to carry its speakers around and which is to serve as a rostrum, will make its first trip tonight.

### ANACOSTIA CITIZENS URGE ARMOR PLANT

Set Forth Arguments Why Factory Should Be Located in Capital.

In a report submitted to the Chamber of Commerce by Dr. J. A. Watkins, president, and A. E. Beck, secretary, of the Anacostia Citizens' Association, the proposal to obtain for Washington the location of the \$11,000,000 armor plate plant was endorsed.

The report of the association further set forth arguments why Anacostia should be the location of the plant. There is already a steel plant in the vicinity, as well as the chemical plant of the Chemical Products Company, and a great automobile tire factory now under construction. According to the report, none of these factories give any annoyance to the citizens.

The Anacostians propose a site on the river bank on the government reclaimed land adjacent to a railroad.

Navy Department officials indicated yesterday that it may be several months before a site is chosen for the armor plate factory.

Secretary Daniels has called a hearing for October 10 which will be the last day in court for cities seeking the armor plant.

### X-RAY DISCUSSED AT DENTAL SOCIETY SPREAD

The use of the X-Ray in dental surgery was discussed at the National Capital Dental Society banquet last night in the red room of the New Ebbitt. Dr. C. H. Howland explained methods for utilizing the X-Rays.

Other speakers were Dr. P. E. Breggie, Charles W. Cuthbertson, Dr. M. C. Killinger and Dr. Emera A. Bryant. Dr. Cuthbertson, president of the society, was toastmaster.

Those present in addition to the speakers, were: Dr. J. P. Devlin, S. Parsons, M. M. Dolmage, G. C. Fowley, Nellie Collins Smith, Rosalind M. Baine, W. L. Munger, Isabelle Munger, M. C. Bullis, O. N. Fansler, Marie Brodsky, Theodore Brodsky, Nora Mayer, N. H. Barnhardt, P. E. Breggie, Emory A. Bryant, and N. C. Kellinger.

### Purely Personal

Mrs. Roby K. Cassatt will go to Rosemont, Pa., today.

Mrs. L. H. Verran and Miss Kathryn Verran have returned from Bay Head, N. J.

Miss Emily Elinor Owens, of Philadelphia, daughter of Maj. and Mrs. Arthur B. Owens, is the guest of Miss Anita Kite.

Mr. and Mrs. Benjamin L. Jacobson, who recently returned from the Canal Zone, have started for Chile, where Mr. Jacobson will be connected with the Chile Exploration Company.

Mrs. Robert Eddie and daughter, Miss M. W. Eddie, of Pasadena, Cal., have left Washington for Miami, Fla.

Mrs. William H. Scholes has gone to Atlantic City to recuperate from the effects of an illness of ten weeks.

Eugene and E. H. du Pont, of Wilmington, Del., are in the city.

Mr. and Mrs. G. B. Furniss, of Oakland, Cal., are in Washington, guests at the Shoreham.

Mrs. Nanette B. Paul has returned from South Bend, Ind., where she has been on a visit to her invalid husband. Mr. Paul went West a few weeks ago, hoping the change in climate and special treatment would improve his health.

Capt. Roy T. Fowkes, a Delaware River navigator, has rejoined his dredging tug at Philadelphia after a visit to his family in Washington.

Capt. A. E. Banks has purchased an interest in the schooner Mary Vickers, of which he will take charge in the Chesapeake Bay trade. Capt. Banks has been master of the schooner Lizzie E. Williams.

Mrs. Susie Root Rhodes, supervisor of playgrounds and Miss Ella Gardner, director of girls' activities, have gone to Grand Rapids, Mich., to attend the National Recreation Congress.

Asst. Surg. Gen. John W. Kerr, of the Public Health Service, and Assistant Secretary Byron Newton, of the Treasury, are in Greenville, S. C., as delegates to the National Sanitary Conference.

Miss Elva Whitcomb, of Twenty-second street, has returned to Washington after an extended tour of the Blue Ridge Mountains.

Mrs. Olivia V. Dapray, who has been in Atlantic City, has returned to Washington.

Miss Frances Patrick, of Meringo, Ill., has registered at the National Park Seminary for her senior year.

Miss Thelma Brown, of the Universal Club of the Georgetown Playground, has entered Business High School.

Miss Ethel Chambers has left the New York Avenue Playground, where she has been assistant director, for a position as public school teacher.

Burgess Hummer, of 825 Fourth street, has recovered from his attack of infantile paralysis.

Mr. and Mrs. F. G. Brown, of Montreal, Canada, are visiting in Washington.

S. S. Kalleher, of the Federal Trade Commission, is spending the week in Philadelphia.

Bathurst Chambers has returned to his home in this city after an extensive trip through the North.

Miss Dorothy Wooden leaves today for Charlottesville, Va., where she will reside permanently.

George Green, former coach of the Mt. St. Alban's School for Boys teams, has taken up his duties as football coach at Tome Institute, Port Deposit, Md.

Alfred L. Stern has returned to this city after a tour of the Far West.

Dr. and Mrs. Pierson returned from Bar Harbor, Me., yesterday.

Mrs. Leslie Secor has returned to her home in Indianapolis after a visit of several weeks with her sister, Mrs. Martin Fisher, of this city.

Miss Janet Duncan, niece of Representative Duncan, of Alabama, will attend school in Washington this winter.

Mack Minstree has returned from a three weeks' business trip to Pittsburg and New York City.

### DERNBERG GIVES HINT OF NEW U-BOAT WAR

Former Special Minister From Germany Also Praises Wilson.

(By the International News Service.) Berlin, Oct. 3.—Hope that the United States "will take a more reasonable view should Germany be compelled again to renew ruthless submarine warfare" is expressed in a long article by Dr. Bernhard Dernberg in the Berliner Tageblatt.

The former special minister to this country believes the full-fledged U-boat campaign may have to be resorted to "in order to force England to make peace." He adds that there are signs of a gradual change of America's views in this respect, owing to England's "domineering attitude toward neutrals." He justifies President Wilson's stand throughout the submarine controversy in the past, saying a different attitude would "deserve contempt and annihilation."

Dr. Dernberg points out that any statesman like President Wilson should justly consider it his chief duty to serve the present and future prestige of the United States, increase its influence upon the Western Continent and the adjacent seas and seek for the world's peace, which, he adds, would make possible the exploitation by America of the yet largely dormant economical forces of that vast country.

Dr. Dernberg admits that this is a policy which while popular in America has in some cases seriously affected German interests. It is necessary, however, he asserts, that America should realize Germany's own particular requirements.

### CONCERT AT STUDIO HALL

The teachers of Studio Hall gave a concert last night to introduce the new faculty to the students.

Miss Alwarda Casselman rendered several selections and Miss Ethel Noble Johnson and Miss Charlotte Hogan also were on the program. G. W. O'Connor gave an exhibition of classical dancing and readings. While the entertainment consisted mainly of musical selections, there were several dancing numbers.

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Paper White NARCISSUS  
Just Arrived From France. Plant in Pebbles and Water. DOZEN  
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## O'DONNELL'S

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### CUT RAILROAD RATES FOR WOMEN VOTERS

Even the railroads have come to realize the political importance of woman suffrage, and have asked for temporary election offices in the headquarters of a suffrage organization.

The Pennsylvania, the Chesapeake and Ohio, and the Baltimore and Ohio railroads, acting for their own and other Southern and Western lines, have received the permission of the Congressional Committee of the National American Woman Suffrage Association to establish offices in their rooms in the Munsey Building here, where women voters at present in the District may make their special arrangements for returning home to vote.

Men voters have been given this opportunity by the railroads for many years, and always make their arrangements through their political party headquarters.

### JAPAN'S CABINET QUILTS WHEN PREMIER RESIGNS

(By the International News Service.) Tokyo, Oct. 3.—Following the resignation of Count Okuma as premier, announced three days ago, the entire cabinet decided to resign. It was announced today in an extra edition of the Nichi Nichi Shinbun.

Viscount Kato, who took a prominent part in the recent Sino-Japanese negotiations, will succeed Count Okuma. The latter's advanced age is officially given as a reason for his retirement. In some quarters, however, it is said Okuma withdraws to "make room for a bolder national policy." Viscount Kato has prominently figured in the discussion at Washington of the California anti-alien land law.

### NO NORWAY COPPER FOR U. S.

Bettain Refuses to Allow Transportation of Commodity.

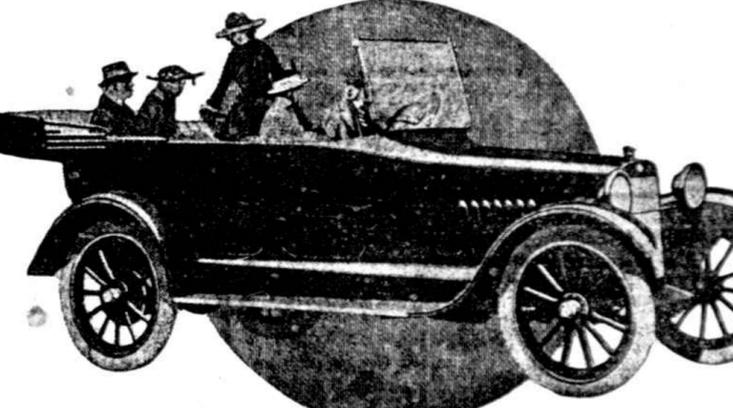
The United States will not get large stores of raw copper from Norway for which negotiations have been underway for some time, according to a dispatch from the American Minister at Christiania.

Great Britain has refused to agree to an agreement which would allow Norwegian copper to come to the United States for use in manufacturing.

The failure of the efforts to complete the arrangement ties up several thousand tons of copper under contract to American firms.

Of English invention is a new lubricant for cutting and turning in aluminum more satisfactorily than heretofore possible.

## NEW SERIES



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NOTE THESE NEW FEATURES

New Body, roomier; wider doors; softer and deeper cushions; body lines after latest mode; new and beautiful finish of lasting lustre.	cars can be compared with Saxon motor in all-around efficiency.
12" Brakes.	Tilted Windshield which eliminates all glare.
4 1/2" Full cantilever type rear spring.	New style top with Grecian rear bow.
2" crankshaft and other detailed improvements in motor, insuring an even greater smoothness and flexibility than heretofore. Only motors in highest-priced	New style fender.
	Instruments mounted in a plate on cowl dash.
	Chrome vanadium valve springs.
	New design of carburetor which gives greater efficiency and easier starting.

Nearly everybody now knows the tremendous success Saxon "Six" has won. Nearly everybody knows that Saxon "Six" is the finest car for less than \$1,000. Owners, of course, were first to find out this superiority, but it did not long remain merely a matter of owner knowledge.

For from them, thousands of them all over this country, came reports of its speed, its smoothness, its power, its acceleration.

They spoke frequently of its extraordinary gasoline economy, its unusual freedom from need of repair service, its superlative strength and stability.

And these reports coming day after day, growing constantly, have gradually molded and welded these individual beliefs into a common public belief that Saxon "Six" is the best car in its class.

Then, as if to substantiate and confirm the superiority shown in private use, Saxon "Six" began to show its superiority in public competition.

With a knowledge of the service given by 40,000 Saxons built and sold in the last six months, the factory realized that they could not improve on its general mechanical construction.

This should clearly demonstrate to the buying public that Saxon construction is giving paramount satisfaction.

As you know, if the Saxon designed motor—manufactured by the Continental Motor Company; or the Timken Axles, Bearings, Gears, and Brake Assemblies, manufactured by the Timken Company; or the Wagner Electrical Appliances; or any of the Standard units used to make the Saxon car were not giving universal satisfaction, the Saxon Motor Company would simply have to make contracts with other high-grade parts manufacturers. They would not be put to the trouble and expense of discarding special machinery and equipment.

This should be conclusive proof to the man who is thinking of buying an automobile—that the Saxon car is RIGHT.

Bear these facts in mind when you think of buying ANY automobile. If the manufacturers have found it necessary to make radical mechanical changes each year, there MUST BE A REASON.

If they made mistakes in last year's models is there a question of next year's changes?

The Saxon of today, with few refinements of body, comfort, and convenience, is virtually THE SAME SAXON AS IN 1915.

It needed no mechanical or constructive changes, because it is conclusively proving its sterling worth in the hands of 40,000 owners today.

We have a few of the 1916 series which we are desirous of disposing in trade—a departure from our usual policy. We also wish to notify the public that our freight rate will be \$30 per car after October 15th.

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